









On London—	
Bank, Wirs, .....	8.62
“ On demand, .....	9/7
“ 30 days' sight, .....	9/7
“ 1 month's sight, .....	9/7
Credit, 1 month's sight, .....	9/7
Documentary, 1 month's sight, .....	9/7
On Paris—	
On demand, .....	4.52
“ 1 month's sight, 1 month's sight, .....	4.90
On Berlin—	
On demand, .....	8.62
On New York—	
On demand, .....	87
“ 30 days' sight, .....	87
“ 1 month's sight, .....	87
On Bombay—	
Wirs, .....	122
On demand, .....	122
On Calcutta—	
Wirs, .....	122
On demand, .....	122
On Shanghai—	
On demand, .....	122
30 days' sight, .....	122
“ 1 month's sight, .....	122
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“ 624 months' sight, .....	122
“ 630 months' sight, .....	122



## REPORT ON PUBLIC WORKS.

(Continued.)

11. A contract was entered into with Mr. Teang Kong on the 12th November last for the completion of the building for the sum of \$42,500. The work is progressing favourably, the walls having now reached an average height of 13 feet above the ground floor.

12. A contract was entered into on 27th January last with Mr. Ho Yung for the erection of this building for the sum of \$9,150. The progress made by the contractor has not so far been satisfactory, and it has been found necessary to take the work out of his hands.

13. This building is in course of erection on a plot of Government land immediately north of the European Lunatic Asylum. It is a two-storied building, with basement which may be used as store-rooms and for more tradeable cases and quarters for attendants. The contract was entered into on 15th April last with Mr. Ho Yung for \$16,300. The foundations have been completed and the building is now raised to the ground-floor level.

14. A contract was entered into with Mr. Chan A-long on the 11th January last, for the removal of the old pier and the construction of a new one 75 feet in length and 45 feet wide for the sum of \$7,000. This work was completed in May last.

15. Designs for a new Ball Room and accessories have been prepared by Messrs. Palmer & Turner under my direction, and a contract has been let to Mr. Yee Hing for the main structure. The masonry is now advanced to 23 feet above the ground floor and the contractor is making good progress, as the work suffers no interruption during rainy weather, owing to the protection afforded by a huge 'matched' which covers in the whole building. The contractor has undertaken to complete the work by the 15th day of March next.

16. The new building will form a wing on the eastern side of Government House and will consist of a Ball Room 60 feet long, 40 feet wide, and 20 feet high on the upper floor. It is approached from Government House by a vestibule and wide flight of steps. To the left is a billiard room and on the right a staircase descends to the basement in which are placed a large supper room, card and smoking rooms, and other conveniences. The estimated cost is \$40,000.

17. The improvements estimated to cost \$10,000 for which the sum of \$5,000 to be expended this year was voted by the Legislative Council on 9th ultimo, consist in filling in the round pond and improving the surface. The work has been commenced. It is in my opinion very desirable that the drainage of this Valley, for which much has already been done, should be completed by improving the watercourse that descends to the Race Course, diverting it to the westward from near the Grand Stand to a point near the Bowring Sugar Refinery, removing the weir opposite the refinery and contracting the width of the canal from the refinery to the Race Course. This work, in consultation with Mr. Chadwick (so far as the question of main drains is concerned) to be able to submit plans embodying these proposals which must tend to improve the sanitary condition of the locality.

18. A Committee, consisting of The Honourable O. Chadwick, the Colonial Veterinary Surgeon, and the Surveyor General, having been appointed to report on the question of a site for the proposed new Slaughter-house and Depot for Pigs and Sheep, recommended that the site should be erected at Kennedy Road immediately to the south-west of the present Cattle Depot. This site has the great advantage of concentrating the depots and slaughter-houses for cattle, sheep, and pigs in one locality. A plentiful supply of water, which is essential for these purposes, can be obtained from the large aqueduct which traverses this site, supplemented when necessary by the Pookin aqueduct. These establishments should be placed under the supervision of a European Inspector, residing on the spot, whose duty it will be to see that the sanitary regulations are strictly enforced. With this precaution, combined with an efficient system of drainage, and an ample supply of water, the sanitary condition of the locality will be amply guaranteed. A survey has been made of the site, and the working drawings of the slaughter-house, and pig and sheep depots, are now in hand.

19. As regards the other public works included in this year's Estimates, I must admit that less progress has been made than I would have desired. This has arisen from various causes, but is chiefly due to the system which appears to have prevailed in the past of including in the Estimates of the year all works sanctioned by Government, irrespective of the consideration whether it was possible to execute them during the year or not. Consequently I found on my arrival that the list of 'Extraordinary Public Works' in the Estimates of 1889 included the arrears of many years. It will be much better in future to include in the Estimates of the year only such works as there is a reasonable probability of carrying out wholly, or at least in part, during the year. Some delay has also been caused to the operations of the Department by the changes in the staff incident on the temporary separation of the water and drainage works from the Public Works Department. Now however that the departmental staff has been strengthened by the arrival of two Executive Engineers (Mr. Tooker and Mr. Chatham) I hope to be able to make headway with the arrears.

20. With regard to some of these works, I may add that I hope shortly to be in a position to commence the erection of the Police Stations at Aberdeen and Quarry Bay. The question of Public Landreeds, and Public Latrines, has been referred to the Committee of the Sanitary Board, who have sent in reports, and action may I think shortly be taken to carry out the recommendations of the Committee. A site has been selected and plans are being prepared for a new school for the Saiyungpan District. Plans are nearly completed for the new offices, store-rooms, and residence for the Superintendent of the Department. The reconstruction of the pier at Yau-tai can stand over for the present, but instead thereof it is a matter of urgent necessity to construct a new pier at Stone Cutters' Island, as the existing one is in the last stage of decay.

21. The Government buildings generally have been maintained in a fair state of repair. It will be necessary shortly however to carry out extensive repairs to the Powder Magazine at Stone Cutters' Island owing to the ravages of white ants.

22. The main streets and roads have been

considerably improved, but their maintenance must be attended with some difficulty so long as the new drains and water pipes are being laid. By an organised system of road sweeping the condition of the surface of the main thoroughfares in wet weather has been considerably improved.

I have the honour to be, Sir, your most obedient servant,

S. S. BROWN,  
The Honourable The Colonial Secretary.

**PENJONG-PAHANG GOLD COMPANY.**  
The first general meeting of the Penjong-Pahang Gold Company (Limited), was held on the 19th June, at the offices of the company, Mr. F. D. Baister (the chairman) presided.

The Secretary having read the notice convening the meeting,  
The Chairman made a statement, in the course of which he said—There is neither a statement of accounts nor a report to be presented at this meeting, and it is only necessary for me to make a very few remarks as to what has been done by the directors since the company was formed; but of the total capital of the company of £150,000 I may state that £159,580 have been allotted, and arrangements made for placing within a limited period the balance of £30,420 shares, thus ensuring the necessary working capital by the time we will want to expend it. In consequence of the distance between our headquarters here and the mines in Penjong and the headquarters of the parent company in Hong Kong, you will quite understand that some time is necessary to carry out negotiations; but I have the pleasure of stating that the £5,000 which was agreed to be paid to the vendors has been paid, and arrangements have also been made for paying them the expenses which they have incurred in carrying on the mines since September from when they have been transferred to your company. I was in hopes of being able to announce that the transfer had been fully completed. Every condition has been complied with by this company, and we are hourly in expectation of hearing by cablegram that the transfer is effected. The directors have good reason to believe that they have acquired a very valuable property, and, as the mines are not yet developed, the shareholders will not have long to wait for tangible results.

Two of our directors are now in Pahang looking after your interests, and they report that they have already arrived from them are very satisfactory, especially as to the Jalis Mine, which promises to be extremely valuable. Your directors have secured the services of Mr. H. M. Becker, who is present to-day. He has a thorough knowledge of these mines, and I hope he will be able to corroborate what I have stated as to their value. He will proceed out by mail to-morrow, and immediately upon arrival will enter on the work of developing your property, and especially proceed with the extraction of ore from the Jalis Mine as rapidly as possible. He will also report upon the Tangkong, another mine in process of development by the parent company, which has now become your property, and also several other unexplored districts of your property. I have no doubt to be especially sanguine, but I think the directors may congratulate you on having a property which includes not only well-opened-out mines, but an entire establishment of plant, mill, machinery houses, and everything required for carrying on the work.

Mr. H. M. Becker made a statement as to the value of the property, in the course of which he said: I am glad of the occasion to be able to assure you of my conviction that you really have a very valuable property, and that it is all the chairman has described to you. The area is twenty-eight square miles, which, perhaps, compared with the area of other concessions in Pahang, does not appear very great, but when you come to think that it is twenty-eight miles of selected area out of 100 which constitutes the whole original concession, and that it is on the well-known run of the main lode, it affords a very large scope indeed for the operations of the company, whose object is actual mining—not merely prospecting. I may say that, although we have been working for some time, we have only developed a few acres, which means a great deal on the outcrop of lodes, and that you still have a very large area which may contain even more lodes than have yet been discovered. Quartz has actually been found in paying quantities on the very surface—that is to say, running from several many miles to several ounces to the ton. We are now beginning to get deep enough to be assured that the quartz reefs continue in depth permanently, and our last discoveries, at a depth of 116 feet, show that we have a very large lode indeed in this Jalis Mine. As the time of reporting by the last mail, the information was that they had driven twenty-five feet across the lode which they were nearly through it, and that it was expected that the bulk of it would assay 1½ oz. to the ton. I think that 10 feet really ought to cover all our expenses in time for actual working. The chairman has told you that the property has on it already machinery and plant and various other things. I can assure you that these have all been kept in good order, and are all ready in what may be called a going condition. There is a very good road up to the mines from the river. Large boats can come right up to that river and deliver heavy machinery at the landing place on the road. This is an immense advantage for a concession that people might think was in rather an inaccessible part of the world. Labour is becoming more plentiful in the country—in fact, we have never had any particular difficulty in Penjong in getting Chinese labour—and the place is, I think, considered more healthy than many other parts of Pahang by Chinese immigrants and Europeans. There has been no cause to complain, so far, of the climate. As a sample of what the mine does produce, we exhibit on the table a few bars of bullion, which I can vouch for as being made with the same stamps made with which they are stamped, and know the colour of it. There is also a sample of the concentrates produced in the mill in London, which has been assayed as assaying 10 oz. of gold to the ton. Of course all our gold is not free, although a large portion of it is. It is very coarse and easily collected by amalgamation, but a large portion of it will always have to be got in the shape of these concentrates. I think, however, they will be found a very valuable product, and we shall soon have opinions on this question from assayers in London. The chairman has told you that we have one mine in particular—the Jalis Mine—which we intend to develop most energetically, and he mentioned another, called the Tangkong. These two mines are over half-a-mile apart from one another, but to all appearances the main lode on which both are situated is quite continuous between the two, as there are outcrops of quartz the whole distance and numerous old native workings. It appears

also that the same lode continues north and south from both these mines, and we may therefore quite reasonably expect, in the course of a few years' development, to have a very extensive mine indeed, perhaps connecting these two and continuing a long way beyond it.

There was no further business, and a vote of thanks to the chairman concluded the meeting.—London and China Express.

## Mails.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N. P.—Cargo can be taken on through Bills of Lading for BATAVIA, PERALIA, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MALWA, Captain W. J. NANTZ, with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on THURSDAY, 24th July, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day previous to sailing. Silt and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamship takes Cargo and Passengers for MALACCA.

K. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 16, 1890. 1268

**NORDEUTSCHER LLOYD.**

**NOTICE.**

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO TAKE PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON WEDNESDAY, the 30th day of July, 1890, at 4 p.m., the Company's Steamship SAIGON, Capt. K. V. GUSEV, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port for the above destinations.

Cargo and Specie will be received on board until 4 p.m. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 18, 1890. 1268

**U. S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via KOBE, YOKOHAMA and VICTORIA, B.C., on TUESDAY, the 12th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and other ports.

To be followed by the S.S. CHINA, 4th September.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and FORTLAND, O., via Atlantic and Inland Office of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, July 19, 1890. 1269

**To Let.**

**TO LET.**

NOS. 7, 9 & 13, SEYMOUR TERRACE, No. 4, Old Bailey Street.

OFFICES and CHAMBERS in CON-RAVENHOF HOUSE, Queen's Road Central.

Apply to

DAVID SASSOON, SOHS & Co.

Hongkong, July 2, 1890. 93

**TO LET.**

**TWO FLOORS OF HOUSE, No. 8, STANLEY STREET.**

Apply to

ROZARIO & Co.

Hongkong, July 9, 1890. 1269

## Mails.

**CANADIAN PACIFIC STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA**

**THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING**

**RAILWAY LINES & STEAMERS.**

THE British Steamship PANTHER, 3,167 Tons Register, Capt. J. PANTON, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 24th July, at Noon.

To be followed by the S.S. SUZUKI, 7th August, a Steamer, 21st August, BATAVIA, 4th Sept., and STRAITS OF BELLE ISLE, 18th Sept.; and ABEY-SINTA, 2nd October.

Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—To Vancouver & Victoria (Mex.) \$100.00 To San Francisco " " 100.00 To Montreal, New York, &c. 200.00 To Liverpool " " 275.00 To other European ports at proportionate rates.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 23rd July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 6 p.m. the day previous to sailing.

For information as to Passage, or Freight, apply to

ADAMSON, URELL & Co., Agents.

Hongkong, July 16, 1890. 1275

**NOTICE.**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR**

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 31st July, 1890, at Noon, the Company's S.S. OXUS, Commandant DELACROIX, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this port for the above destinations.

Cargo and Specie will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo and Specie will be received on board until 4 p.m. on the 30th July. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 18, 1890. 1285

**U. S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA AND SAN FRANCISCO.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and FORTLAND, O., via Atlantic and Inland Office of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, July 19, 1890. 1289

**To Let.**

**TO LET.**

NOS. 7, 9 & 13, SEYMOUR TERRACE, No. 4, Old Bailey Street.

OFFICES and CHAMBERS in CON-RAVENHOF HOUSE, Queen's Road Central.

Apply to

DAVID SASSOON, SOHS & Co.

Hongkong, July 2, 1890. 93

**TO LET.**

**TWO FLOORS OF HOUSE, No. 8, STANLEY STREET.**

Apply to

ROZARIO & Co.

Hongkong, July 9, 1890. 1289

## To Let.

**HONGKONG ICE COMPANY, Ltd.**

**TO LET.**

THAT Suite of OFFICES on the First Floor of the Company's Premises in ROSSA LANE, at present occupied by Messrs. HOLLIDAY, WIND & Co., with entrance from Queen's Road, Possession from 1st March next.

Also, TWO GODOWNS on the Ground Floor which can be let in connection with the above Office, or separately as desired.

And, With immediate possession, ONE ROOM on the First Floor of the same Premises, suitable for an OFFICE, with entrance from the South side of the Building.

For Full Particulars, apply to the MANAGER at the Depot, or to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 27, 1890. 167

**TO LET.**

**A HOUSE in WEST TERRACE.**

Immediate Entry.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, May 5, 1890. 501

**TO LET.**

**GROUND FLOOR, No. 2, BLUE BUILDINGS.**

Apply to

THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.

Hongkong, July 1, 1890. 1163

**TO LET.**

**ONE Large ROOM on the Ground Floor of No. 13, Praya Central.**

Suitable for an Office.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, March 28, 1890. 574

**TO LET.**

**1ST FLOOR OF HOUSE, No. 15, PRAYA CENTRAL.**

2nd FLOOR OF HOUSE, No. 64, QUEEN'S ROAD CENTRAL.

Apply to

LAI KING & Co., No. 163, Queen's Road Central.

Hongkong, March 21, 1890. 529

**TO LET.**

**Nº 3, MORRISON HILL.**

Entry, 1st June.

Apply to

G. C. ANDERSON, 13, Praya Central.

Hongkong, April 22, 1890. 702

## SHARE LIST.—QUOTATIONS.—JULY 22, 1890.

Stocks	Nos. of Shares	Value	Paid-up	Closing
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	\$ 135	all	\$211 1/2, pr.
New Issue		\$ 42.157	\$30.129	\$178
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	\$	\$120, sales
China Traders Insurance Co., Ltd.	24,000	\$ 83.83		29 470
Chinamen Insurance Co. Limited	10,000	\$ 1,000		\$20 nominal
North-China Insurance Co., Ltd.	5,000	\$ 200	\$	The 320
Strait Insurance Co., Ltd.	30,000	\$ 100		\$2 320
Union Insurance Society Co., Ltd.	10,000	\$ 250		\$25 0100
Yantaize Insurance Association, Ltd.	8,000	\$ 100	all	The 88 1/2
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$ 100		\$2 885
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250		\$5 335
Strait Fire Insurance Co., Ltd.	20,000	\$ 100		\$2 818, buyers
FIRE AND MARINE INSURANCES.				